REASON

• When PGS failures occur, the crew must be able to identify, troubleshoot, and correct the problem.

TRAINING OBJECTIVE

- Given an operational M2/M3 BFV with PGS installed and aligned, you will perform the following IAW TM 9-6920-710-12&P-1:
 - Discuss troubleshooting procedures
 - Perform BIT initialization and discuss failure information
 - Conduct troubleshooting

GENERAL PROCEDURES

- Perform troubleshooting IAW TM 9-6920-710-12&P-1, Chapters 3 and 4
- Verify all connections within PGS and between PGS and BFV
- Check PGS for visible damage
- Replace components if needed

SAFETY

• No corrective action with vehicle master power switch and turret power switch in ON position

WARNING

Perform <u>all</u> corrective action with vehicle master power switch and turret power switch in OFF position. Damage could occur to PGS or BFV or personnel could be injured if cables are connected or disconnected with master power and turret power switched on.

BIT INITIALIZATION

- Automatic BIT at power up
- Before and after simulation
- Manual initialization

ERROR INFORMATION

NO CONNECTION X UNIT

NO CONNECTION								
VEHICLE								
	INTERFACE							
UNIT								

ERROR INFORMATION

• ERROR X UNIT

		:							
	ERROR								
	TARGET								
	COMPUTER								
	UNIT								
			1,						

ERROR PRESENTATION

- Intercom announcement
- Pop-up screen on control panel
- Error list
- TDRS memory card

ERRORS NOT COVERED BY BIT

- Transceiver unit output
- System accuracy
- Vehicle interface

LED INDICATIONS

- Vehicle interface unit
- Target computer unit
- TBOS driver unit
- Remote system interface (RSI) unit
- **Notes**: 1. Blinking light indicates power applied OK.
 - 2. TBOS driver unit only indicates during operation of PGS.

SUMMARY

- Troubleshooting procedures
- BIT initialization and failure information
- Practical troubleshooting

CLOSING STATEMENT

• This block of instruction has prepared you to understand troubleshooting procedures used with PGS.